



# City of Milwaukee

200 E. Wells Street  
Milwaukee, Wisconsin  
53202

## Meeting Minutes JOINT COMMITTEE ON DOWNTOWN STREETCAR IMPLEMENTATION

*Ghassan Korban, Chair*  
*Ald. Robert Bauman, Vice Chair*  
*Mayor Tom Barrett, Common Council President Michael*  
*Murphy, Ald. Nik Kovac, Comptroller Martin Matson, Dan*  
*Boehme, Rocky Marcoux, and Jeff Polenske*

*Staff Assistant: Chris Lee, 286-2232, Fax: 286-3456,*  
*clee@milwaukee.gov*

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Friday, June 12, 2015

9:00 AM

Room 301-B, Third Floor, City Hall

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### 1. Call to Order

*Meeting called to order at 9:04 a.m.*

### 2. Roll Call

**Present** 8 - Korban, Murphy, Polenske, Gonda, Kovac, Matson, Marcoux and Boehme

**Excused** 1 - Bauman

#### Individuals also present:

*Timothy Clancy, The Concord Group*  
*Ashley Booth, HNTB Corporation*

*Mr. Clancy and Booth gave a PowerPoint presentation regarding items 3 through 7, which can be found within CCFN 141879.*

### 3. Project Status

*Mr. Clancy and Booth gave updates on the project status.*

*-30 Day Look Back*

*Vehicle RFP clarifications and questions were received, reviewed, and addressed with an addendum number 3. The Tiger Grant application was submitted. The alternate alignment was developed for review with affected utilities. An environment analysis update associated with the alternative alignment was prepared and will be submitted to Federal Transit Administration (FTA) by next week. Pending final review with private utilities, stakeholders, and FTA approval of the environmental re-evaluation, the alignment will be locked. Additional survey for the phase 1 route was completed, and the survey for the lakefront line was started. The permitting process for the remaining soil borings was finalized. Utility coordination is continuing and design issues for the Operations and Maintenance Facility (OMF) building are*

*being evaluated.*

*-90 Day Look Ahead*

*Approval of the environmental re-evaluation is expected by mid July 2015. Receipt of vehicle proposals is anticipated by July 2, 2015. The federal grant agreement will be amended. Private and public utility coordination are ongoing. Final design will progress including public utilities. The baseline project schedule will be finalized.*

*-Overall Phase 1 Project Schedule*

*The project schedule for some public utilities has been pushed out about a month due to the alignment change, environmental re-evaluation, and We Energies coordination associated with the route change. Design completion is now July 2015 and the awarding of contracts is August 2015. Construction is still anticipated to begin September 2015 and finish in August 2016.*

*The project schedule for the OMF building remains unchanged with design completion in October 2015, awarding of contracts in January 2016, and a one year construction period beginning in March 2016.*

*The project schedule for the mainline (roadway, trackwork, systems / overhead contact system) is similar to the OMF building schedule. Design is to complete by November 2015, contracts awarded in January 2016, construction to begin in April 2016, construction to finish in February 2018.*

*Revenue service is to begin in July 2018.*

*-Budget Status*

*An additional \$300,000 has been spent in professional services over the last month. Total expenses through May 2015 are \$6.4 million.*

#### **4. Alignment Change**

*Mr. Clancy and Booth gave an update on alignment change. The team has identified the best path and analyzed public and private utility impacts. Originally proposed was for the alignment to go north on Van Buren Street and south on Jackson Street and operate on Wells Street. The current proposal is for the track to go north and south on Jackson Street and operate on Kilbourn Avenue rather than Wells Street. The route adjustments are expected to produce significant cost savings associated with public and private utilities. The team has met with We Energies many times and will continue to work with them to finalize the alignment and confirm and projected cost savings. The team has met and will continue to work with Eastown Association and other stakeholders to minimize impacts on special event operations. The new alignment allows for a new signature stop at Kilbourn Avenue and Jefferson Street. The stop will include a central platform in the median, and can serve the Cathedral Square area.*

*Commissioner Korban asked when the cost benefits of the route change can be finalized or quantified. Mr. Booth replied that the team will continue to work with We Energies to finalize the new alignment and quantify the cost savings.*

*Mr. Booth replied within four weeks. Confirmation is needed from We Energies.*

## 5. Utility Coordination

*Mr. Clancy said that there has been progress over the last month. Negotiations of the design agreement with We Energies are continuing, and meetings with the company are ongoing. There was a meeting on May 20, 2015. Another meeting with the company will be next Thursday to review the alignment changes and overall project. Another draft agreement will be sent to We Energies from the Department of Public Works (DPW) by early next week.*

## 6. Tiger Grant Application

*Mr. Booth gave an update on the Tiger Grant application. Notice of Funding Availability was announced in April 2015 with pre application due in May 2015. An application was submitted on June 5, 2015 to request \$14.2 million from the federal government with \$14.2 million in local matching funds. The overall project is \$28.4 million. The Common Council approved the local funding and the 50 percent federal government match on February 10, 2015.*

*The grant is for .4 miles of new route on the lakefront line, .8 miles of track alignment on Michigan Street and Clybourn Avenue, an additional vehicle for the system, additional track on St. Paul Avenue, and additional improvements to the OMF building. The improvements to the OMF building will provide additional flexibility for phase 1 and the lakefront line to accommodate both systems at the same time. The team is still determining the best operational scenario for the lakefront line. The application is strengthened with about 50 letters of support from political individuals, trade groups, construction trade entities, businesses, local supporters, and stakeholders.*

*Compared to past submittals, this application has several advantages. There is Common Council authorization to construct and commit 50 percent to match in local funding. There is a conceptual agreement on private utility costs. The project is defined as a transformative project for the lakefront and City as a whole with potential developments along the alignment, such as projects for the Couture, Northwestern Mutual, and Milwaukee Art Museum. The grant application supports the USDOT Ladders of Opportunity initiative by providing local employment in construction jobs and Work Force Development programs.*

## 7. Vehicle Procurement Status

*Mr. Clancy gave an update on the vehicle procurement schedule. Receipt of proposals from car builders is expected by July 2, 2015. An update can be given to the joint committee concerning the quantity of proposals at the joint committee's July 10, 2015 meeting. Interviews will be conducted in August 2015. The vehicle specification may be refined in conjunction with a Best and Final Offer process potentially including another round of evaluations and interviews. A car builder will be selected in September 2015. A pre award audit and issuance of a notice to proceed are anticipated by the end of September 2015. A recommendation should be brought to the joint committee at its September 2015 meeting.*

*The team has started to form a proposal evaluation and review committee consisting of four subcommittees: technical, budget, qualifications, and aesthetics. The technical subcommittee will be comprised of DPW, Owner's Rep vehicle specialists*

*(LTK), final designer (HNTB), and Milwaukee County Transit System (MCTS). The budget subcommittee will be comprised of DPW, Owner's Rep (The Concord Group and LTK), and the City's budget office. The qualifications subcommittee will be comprised of DPW, OR (LTK), final designer (HNTB), SEWRPC, and MCTS. The Aesthetics subcommittee will be composed of DPW, Department of City Development (DCD), and two community members to be determined.*

*Commissioner Korban questioned the pre award Buy America audit process.*

*Mr. Clancy replied that an audit will be done to verify that the recommended vendor will be able to meet FTA requirements and deliver the project under those requirements prior to signing a contract.*

*After discussion, Commissioner Korban said that there will be an August meeting of the joint committee unless many of the members have attendance conflicts.*

*Ald. Kovac joined the committee at 9:15 a.m. Ald. Murphy joined the committee at 9:18 a.m.*

*Ald. Murphy asked about a response time regarding the Tiger Grant submittal?*

*Mr. Booth said that a response is typically from three to four months. Awarding of the grant should occur in September or October 2015.*

**Meeting adjourned at 9:25 a.m.**

**Chris Lee, Staff Assistant**

**Detailed information regarding materials presented at this meeting can be found within  
Common Council File Number 141879.**